



Anzeiger

July 2008





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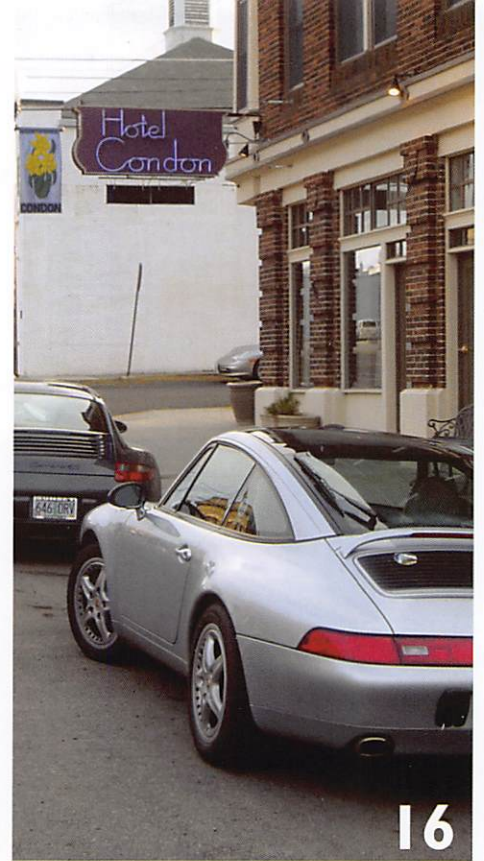
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ON THE COVER

Under the willow at PIR. Photo by Bob Schatz

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in Anzeiger. Photographers selected for the cover will receive a specially-framed copy of the cover. For more information, refer to Contributions Welcome on page 6.

Anzeiger

(an' zī ger), noun, German

1. One who points out, indicates, shows.
2. One who informs.

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<http://oregonpca.org/>

EDITOR'S NOTE

Jim Ayers

Having just returned from a fabulous two weeks in Italy, I am once again reminded how poorly the average American drives a car. Kate and I flew out of Seattle—don't ask why—the story is too long and boring for the magazine, rather than Portland. When we returned and drove back home it became apparent why we suffer “Road Rage” in the States. American drivers are by and large idiots. Our traffic enforcement officers usually fail to enforce a lot the laws that would aid the flow of traffic, foremost of those being failure to drive right. Right in this case not meaning “correctly,” rather, in the right lane.

Any of you who have had the pleasure of driving in Europe know what the fast lane is for... passing and passing quickly. Trucks in the fast lane ... not likely. Sitting in the fast lane at 100 mph just isn't safe and it's against the law over there. Funny thing, here in the states it is against the law as well; the fast lane is for passing slower traffic even though our speed limits are somewhere between 55 mph and 70 mph.

The highest maximum speed in Italy is 130 kph, which equates to 80 mph, not bad compared to our limits. Most drivers on the Autostrada (freeway) travel at approximately 150 kph (92+ mph) and the “Big Boys” (Porsches, BMWs, Benzes, etc.) run in the area of 200 kph (124 mph). Needless to say, you check your mirrors when changing lanes to pass a slower car and you move out of the lane as soon as you complete your pass. While all of this speed seems a mite crazy to most Americans, it certainly keeps European drivers more alert and in the proper lane on the highway. Just because the speed sign says 130 doesn't mean you can sit in the fast lane at that speed; in other words drivers don't attempt to impose the speed limits on other drivers.

The EU nations are attempting to more strongly enforce their posted maximum speeds in order to reduce their fatality rates and are meeting with success. Italy between 2001 and 2006 has seen a 24% reduction in fatalities, which equates to a 32% reduction in the fatality rate. It will be interesting to see if these countries suffer an increase in “Road Rage” incidents as drivers become complacent and begin to hang out in the fast lane.

It amazes me that in a section of freeway, which has four lanes dedicated to one direction, you can have three lanes occupied with trucks, none of which is traveling faster than 62 mph (but above the truck speed limit), and the fast-lane filled with cars following some idiot traveling at 60 mph in a 70 mph zone. Better yet, the two-lane section dedicated to one direction with both lanes occupied by trucks traveling 62 mph. Perhaps we could import a few members of the Carabinieri to patrol our freeway system. ■

Have a Great Porsche Summer

Jeff Gretz once told me that the most challenging assignment that the ORPCA President has is writing the monthly President's message in the *Anzeiger*. Up to this point, I had plenty to talk about. Some of it was Porsche- and Porsche Club-related, and some of it was personal. Fortunately, at this time of year, there is so much going on that I could write for hours about each and every event that is forthcoming, and there are many, but ...with the (way) new and (way) improved website, we now have a reliable source of information 24/7 that should always be accurate. Individual event chairs are directly responsible for the content, and with very little effort, can insure that pertinent information for any event we have on the calendar is either added or updated immediately. In the past, as many of you know, we depended on Don Clinkinbeard and a

few other savvy souls to get things done, but it was incredibly time consuming, as there was too much information and too few able and willing to do the input. Talk about burning your volunteer base out!

No more! You will still continue to get Harry's email blast as a final source of critical or last minute information, cancellations, or changes in immediately upcoming events. No more 13-page publication of every event west of the Mississippi. I don't know how Harry kept track of it all!

And, since I have a date with a ski boat at Shasta and the six hour drive to get there facing me, I'm out of here!

Have a great Porsche Summer, do some Arrive and Drives, attend the summer picnic, catch the Historics, drive to a dinner meeting, come out and do a Drivers Education day at PIR, brush up your



everyday driving skills at one or more of our Autocrosses, and ... have some great stories to share with us later in the year when the Oregon "drizzle" is upon us.

Wishing you all a lot of sunshine and some twisty Porsche roads!

Chuck ■

Sunshine on a Rainy Day

Story by Kathleen Ellis / Photo by Jim Ayers

As many of you know, in December of 2007, 40 of our club members participated in holiday food box stuffing for the Portland Police Bureau's Sunshine Division, a local charity. Since 1923, this non-profit organization has offered emergency food relief to those in need in the community. We had so much fun in December doing this and did so well, that we were invited back to help with their April food sorting. So on a rainy Saturday morning, April 6, thirteen of us made our way to the Sunshine Division Warehouse. We joined forces with about 25 other volunteers and a couple of staff members to sort donated food into various categories.

The amount of food given to this effort by the community was impressive, 40,000 pounds of sustenance, no less! The team began work; some sorting and some stock-



Peter Linsky shopping at Sunshine.

ing shelves so that the food boxes could be filled. Sunshine even fed us; offering bagels, donuts, coffee, etc. to keep our energy levels up. Conversation and laughter flowed as we tackled one barrel after another of donated food. This group was sooo good, we completed the sorting of approximately 20 tons of food in 2.5 hours.

As we stopped to chat for a minute before leaving, I heard Steve Townsend, a Sunshine Coordinator say "Awesome!" as he looked around at what we had accomplished. It felt so good to be able to contribute to such a great effort. It was also a bonus to visit with friends I have not seen for awhile. I will be first to sign up the next time the Sunshine Division sends out a call. ■

Oregon Region Events



July

- 1 Board Meeting
- 6 Autocross
- 11-13 Baxter Auto Parts Portland Historic Races
- 12 Arrive & Drive
- 16 Monthly Club Dinner and Social
- 20 Forest Grove Concours d'Elegance
- 29 High Performance Driver Education

August

- 2 Summer Picnic
- 5 Board Meeting
- 9-10 Bill's Escape Tour
- 10 Arrive & Drive (Sunday)
- 10 Autocross
- 14-20 Sun Peaks Tour
- 20 Monthly Club Dinner and Social
- 22-24 Pelican Flight Tour

September

- 2 Board Meeting
- 6 Sunset Imports Swap Meet
- 12-14 Sunriver Exotic Car Show
- 13 Arrive & Drive
- 17 Monthly Club Dinner and Social
- 18 High Performance Driver Education
- 20 Pro Drive Car Control Course (Tentative)
- 21 Autocross
- 27 Annual Planning Meeting

October

- 4-5 Fall Tour
- 5 High Performance Driver Education
- 7 Board Meeting
- 11 Arrive & Drive
- 12 Autocross
- 14 High Performance Driver Education
- 15 Monthly Club Dinner and Social

November

- 1-5 Wine Roads One Way Out Tour
- 11 Board Meeting
- 12 Monthly Club Dinner and Social
- 15 Tech Session

December

- 2 Board Meeting
- 7 Annual Charity Auction and Awards Banquet

Board Meetings

All members are encouraged to attend Oregon Region PCA board meetings. For the exact meeting time and location, please send an e-mail to secretary@oregonpca.org.

Contributions Welcome

With the exception of December, the deadline for Anzeiger contributions is the 20th of each month. Please send contributions by e-mail to editor@oregonpca.org. Attach text contributions as a Word file and pictures in JPEG or TIFF format at the highest possible resolution.

Event Notification

To be added or removed from the Oregon Region's event notification service, please send an e-mail to postmaster@oregonpca.org.

Event Managers

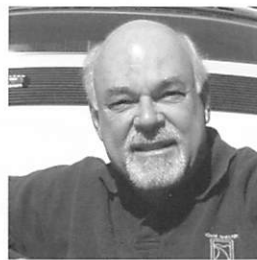
We recommend advertising your event in the two issues of Anzeiger preceding the closure of event registration. To arrange for event advertising, please send an e-mail to editor@oregonpca.org.

Membership Notice

All region dues billing has been sent to members. If you have not paid region dues for 2008-2009 (expiring 7/15/08), this issue of Anzeiger will be your last.

Contact Chet and Lyn Martin for fees due (some will be prorated, depending on your renewal date with PCA), 306.635.5633 or email membership@oregonpca.org.

**STILL
PLAYS
WITH CARS**
Peter Linsky



Porsche Loses Battle to Avoid CAFE Standards

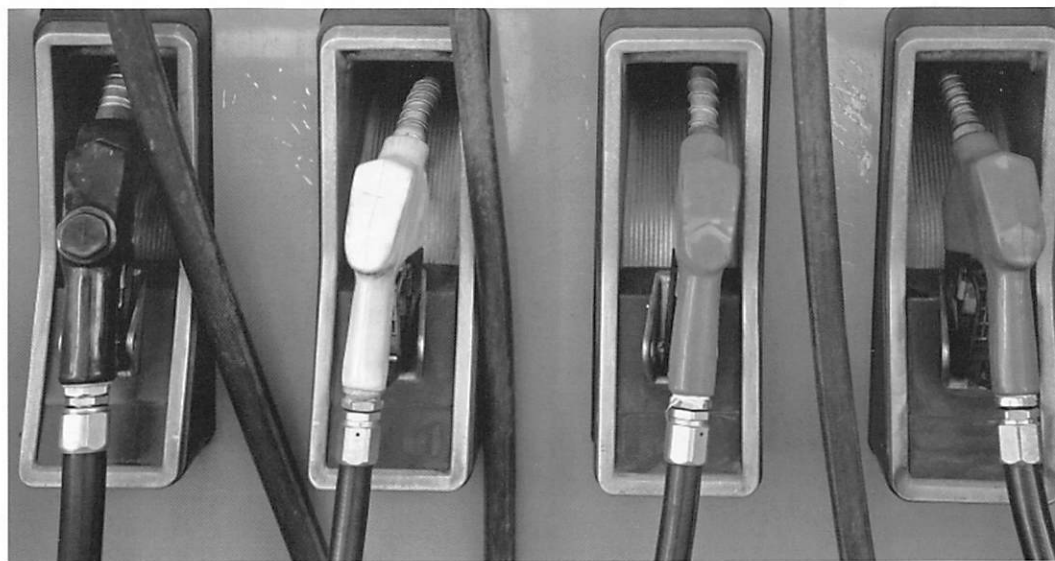
Ever-alert member Jim Hosford passed along a very interesting business news item in late April that warrants our attention, so I'll share it with you here.

Harry Stouffer wrote in *Automotive News* that Porsche is among several European carmakers that have lost their battle to be exempted from stringent new US gasoline mileage standards that would take effect in 2015. This will force them to achieve proposed new CAFÉ (Corporate Average Fleet Efficiency) standards considerably higher than domestic, and even some Japanese manufacturers. "The rules, developed by the National Highway Traffic Safety Administration, represent the first big step in enforcing a landmark new energy law," writes Stouffer. "The law mandates a 40 percent increase in car and truck fuel economy by 2020, to an industry average of 35 mpg." The proposal is "front-loaded," calling for a 25 percent improvement in the 2011-2015 model years.

The effects of the rules would vary dramatically among automakers, says Stouffer. "The winners are companies such as

SOME INDUSTRY ANALYSTS HE CONTACTED EXPECT PORSCHE AND SOME OTHERS IN THE SAME BIND TO PAY HEFTY FINES (CAN ANYONE SAY "GAS-GUZZLER TAX?") RATHER THAN CHANGE THEIR LINEUPS.

General Motors, Toyota and Chrysler—mass-market manufacturers with broad product portfolios. The losers are independent luxury brands such as Porsche, BMW and Mercedes with smaller lineups." Regulators based the new standards, he reports, on their projections of the number of cars and trucks of different sizes that the industry will produce by



2015. Individual vehicles' "footprints," the amount of space they take up on the road, is a major factor. But there's a contradiction in the proposal, Stouffer notes: "Under the new rules, the relative increase is highest for the smallest vehicles. The agency's plan creates two sliding scales of fuel economy targets for cars and trucks of different sizes. Under the rules, automakers that build large vehicles might find it

advantageous to keep doing so. If they downsize, their standards would go up."

Here's where things get interesting for Porsche Cars North America. Writes Stouffer:

"The company's powerful sports cars have short wheelbases and consequently small footprints, thus higher fuel economy targets. If the industry builds the mix of vehicle sizes that NHTSA projects,

Porsche cars would have to average 41.3 mpg in 2015—about 7 mpg better than Toyota, Lexus and Scion cars collectively. The current car standard, 27.5 mpg, has not changed since 1990. Other automakers with smaller, less diverse product offerings—such as Volkswagen Group of America Inc., Mitsubishi, Subaru and Suzuki—also face much higher standards under the proposal."

This, states Stouffer, explains why Porsche lobbied Congress unsuccessfully to give it an exemption in the energy bill. What will PCNA do? Some industry analysts he contacted expect Porsche and some others in the same bind to pay hefty fines (Can anyone say "gas-guzzler tax?") rather than change their lineups. NHTSA, he says, concedes fines would be less expensive than investing in new fuel-efficient powertrains. Anyone with common sense will also see that it is counter-productive, but Porsche may have no choice in the matter. The Bush administration plans to act by the end of the year.

Until next month, drive safely! ■

Autocross



**Club
Event**

Photo by Greg Heinze

Sunday, July 6, 7:00 am

Next event August 10

Autocross is a great way to have fun, improve your driving technique and gain confidence. You'll race solo against the clock over a course designed to test your skill and the limits of your car. Much of the course is taken in first and second gear so speeds are fairly low, usually below 50 mph. Come to set a new personal best or just to watch.

All events take place at PIR's south paddock, with gates opening at 7:00 am for registration and tech inspection. All cars must pass tech inspection by the mandatory 8:30 am drivers meeting.

The cost is \$35 when you register in advance at orpca.motorsportsreg.com or \$40 the day of the event (non-member costs are \$40/\$45). Helmets are available for first-time drivers, instruction is available for everyone and spectator entry is free.

DEADLINE	One week in advance of the event
REGISTER VIA	orpca.motorsportsreg.com
CLUB CONTACT	Gary Chapman drchapman@chapmansmiles.com
FOR MORE INFO	oregonpca.org (select Autocross)

Baxter Auto Parts Portland Historic Races

July 11 - 13

The Portland Historic Races features an entry list of more than 200 historic race cars, divided into groups according to make, age and horsepower and raced to their full potential. A featured race of this summer's 32nd annual event will be "Women in Motorsports," comprised solely of female drivers. The 2008 event will also highlight NASCAR with a field of nearly two-dozen historic stock cars. The Portland Historic Races also feature an open paddock, allowing fans the opportunity to walk right up to the cars, a display of more than 700 collector cars, a food and wine chalet, an autocross and a vendor midway. The event is a fundraiser for the Community Transitional School, a Portland-based organization that provides important educational services to children who are homeless or otherwise at risk of school failure.

Registration at the Club's special rate ended on May 31; however, members can purchase tickets at regular prices. For more info, go to www.portlandhistorics.com.



**Club
Event**

Photo by Chris Rotvik

CLUB CONTACT:	Eric Freedle 503.384.0453
FOR MORE INFO:	www.portlandhistorics.com

Sandy River Gorge Run: April Arrive & Drive

by Jim Hosford

If the weather was any indication about this year's Porsche functions, we are in for a great year of Porsche driving. There were about 50 shiny cars in the Homestead restaurant's parking lot showing off their deep wax jobs. This was a huge turnout for the first Arrive & Drive of the season. I am sure 80 degrees and sunny weather had a lot to do with so many Porsche's shedding their car covers and rolling out of the garage.

Ron Gotcher (OLD GZR) was our rear guard for the drive. Ron's beautiful white Turbo had an "Official Use Only" bumper sticker. Ron assured us he did not buy this car from the last Oregon State auction. Most likely the bumper sticker means his Turbo can only be driven on sunny dry days or used for Official Porsche arrive and drives. I have to say Ron and his navigator, Dan Sheehan, did a great job of keeping our tour group together.

April's A&D took us to Troutdale for Rich Tomczyk's Sandy River Gorge Run. We regrouped at the Lewis and Clark



Above: Old GZR. Photo by Dan Sheehan. Below: Erick Freedle gives the driver's meeting. Photo by Bob Ellis.

State Park before we headed up the Sandy River Gorge. All the cabriolets drivers had their tops down enjoying the warm sun,

RON'S WHITE TURBO HAD AN "OFFICIAL USE ONLY" STICKER. MOST LIKELY THE BUMPER STICKER MEANS HIS TURBO CAN ONLY BE DRIVEN ON SUNNY DRY DAYS OR USED FOR OFFICIAL PORSCHE ARRIVE AND DRIVES.



green forest and farmland. About halfway through the tour we emerged from the gorge and drove through the suburbs of Sandy, Oregon and then headed towards Troutdale.

After 38 great miles of fun driving in the Sandy River Gorge we made it to downtown Troutdale. Tom Jewett, Don Palmer and I found a great little restaurant and enjoyed a nice lunch. There are many restaurants in Troutdale, so take your favorite navigator for a nice ride in your German sports car and enjoy exploring the Sandy River Gorge.

Take the time to visit some of the many parks on this route such as, Oxbow or Dodge County parks, and Roslyn Lake Park all great places for a nice picnic.

See you on the next Porsche drive. ■

Arrive & Drive

Saturday, July 12

Next event Sunday, August 10

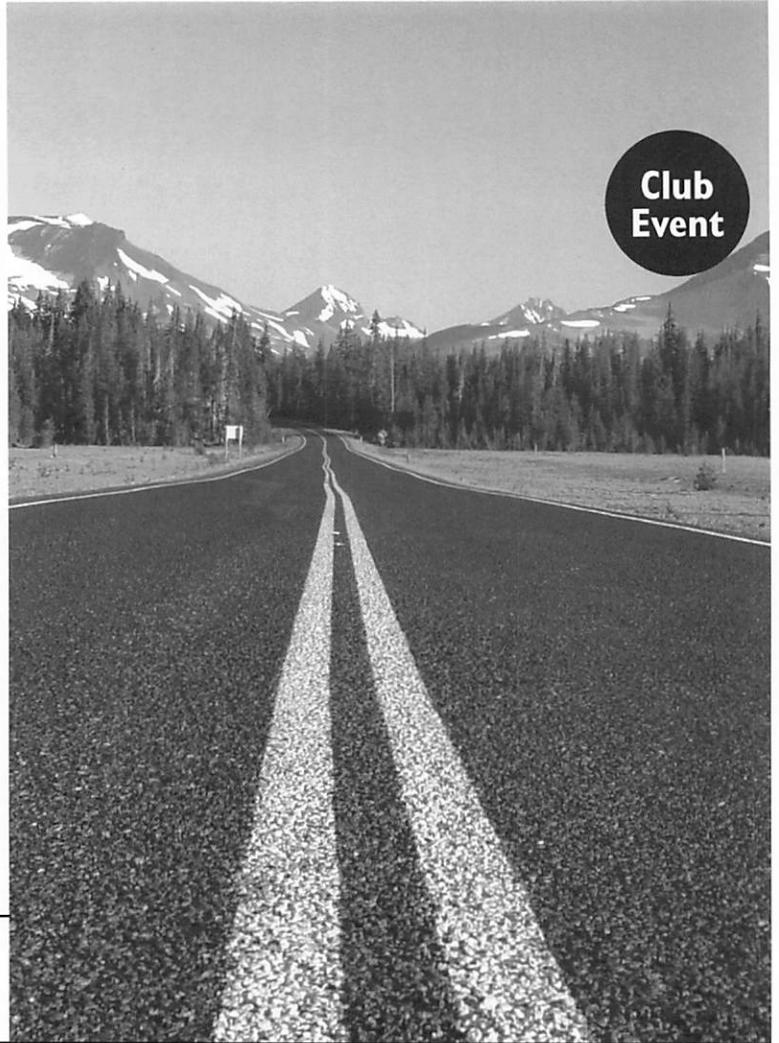
Enjoy some of the best driving roads in the five-county area with our monthly Arrive & Drive. Set on the second Saturday of April through October (Sunday in August), each tour is roughly 100 miles and three hours long. It's a fabulous way to kick off the weekend and a great way for new and potential members to get acquainted with the PCA.

To attend, simply arrive ready to drive (with a full tank of gas and ideally a navigator) not later than 8:55 am. **NOTE: NEW NORTH DEPARTURE SITE AT ELMER'S ON 8948 N. WHITAKER ROAD, PORTLAND, 97217. I-5 EXIT #306. TURN RIGHT AND YOU'LL SEE ELMERS ON YOUR LEFT.** A brief meeting to cover the route takes place at 9:00 am, but many folks rendezvous at 8:00 am for breakfast (no-host). With 50 attendees or so being common, we typically break up into smaller groups rather than try to maintain one long convoy. The first group of cars will depart at 9:15 am.

There's no advance registration and no entry fee. Just arrive & drive.

CLUB CONTACT

Eric Freedle
503.384.0453
mmooter@aol.com



July Social and Dinner

Wednesday, July 16, 6:00 pm

Club
Event

Skyline Tavern

8031 NW Skyline Blvd. Portland OR 97229 503.206.3291

6:00 pm Social hour, no-host bar, 7:00 pm Dinner \$20 per person

And now for something completely different ... the Skyline Tavern is a Portland icon located atop the ridge that forms Portland's backbone. Scenic forested driving roads lead from all compass points to the Skyline Tavern.

We will be searing steaks, shrimp, vegetables and tofu, and will be serving picnic sides. There is a horseshoe pit on the back deck where we will be grilling and watching the sun set over the Coast Range. If you have been thinking about attending a dinner meeting but have yet to, this one should be special.

DEADLINE:

July 11, 2008

REGISTER VIA:

RSVP via e-mail to:

CLUB CONTACT:

Laura Larson
laura@larsonlawoffices.com

Jeff's Audi R8 Sportscar Experience

by Jeff Gretz

Brake hard ... downshift to third ... then it's a hard right into turn eleven ... on the gas through turn twelve ... up-shift to fourth ... remember to stay less than two car lengths back from the instructor's car ... approaching 100 mph into turn one ... left up the hill to turn two ... hard on the brakes ... downshift to third ... right turn over the crest ... on the gas ... touch the brakes to set the front end for turn three ... left to turn three ... right onto the short chute to turn four ... hard on the brakes ... then it's a hard right downhill into turns five and six ... get on the brakes and set the car for the steep downhill left turn into the carousel ... accelerate hard out of the carousel and up-shift to fourth ... 115 mph as you approach the 180 degree turn seven ... get on the brakes and downshift to third ... right through turn seven ... accelerate and up-shift to fourth and then it's a long downhill set of "s" turns through eight and



WITH ITS 160-FOOT ELEVATION CHANGES, CHALLENGING CORNERS AND BREATHTAKING SCENERY, THE 2.5-MILE INFINEON COURSE HAS BEEN DESCRIBED APTLY AS A SMALL NURBURGRING.

eight "A" ... about 110 mph through turn nine ... lift slightly to transfer weight to the front tires approaching turn ten ... then accelerate hard toward turn eleven.

Do it all over again for five hours at the 2.52 mile Infineon Raceway in Sonoma, California. That's the Audi R8 Sportscar Experience!

The one-day Audi Sportscar Experience was a birthday present from my wife Jeannie and what a great present it was. The Audi R8 Sportscar Experience operates year-round from the Audi Forum Sonoma, located trackside at turn one next to the Jim Russell Driving School. Using both six-speed and R tronic R8s, the Audi Sportscar Experience takes drivers through a rigorous, behind-the-wheel instructional driving program at one of the most exciting racing circuits in the world. With its 160-foot elevation changes, challenging corners and breathtaking scenery, the 2.5-

mile Infineon course has been described aptly as a small Nurburgring.

In April I met the six other students (three men and three women) at 8 am for registration and a continental breakfast. We then went to the classroom to meet our instructors and learn about the Audi R8 and the track. All of the instructors are active in sportscar racing and have raced at Sebring and Daytona. At 9 am we picked our R8's from a fleet of nine cars and then spent about half an hour driving a slalom course to get the feel of the R8. After a short break it was time to grab a helmet and head out onto the track.

The Sportscar Experience uses a follow-the-instructor system with the instructor in the lead car followed by one to three student cars lined up behind. All cars have radios so the instructor can "talk" his group around the track and keep them on the correct line. We started off fairly slow-

ly with less than two car lengths separating each car listening as our instructor told us when to accelerate, when to brake, and showed us the fastest line around the course. Every two laps the first car in the group would move to the back of the line so everyone got a chance to drive directly behind the instructor's car.

We took a one-hour break at noon for a wonderful prime rib lunch in the Audi Forum Lounge overlooking turn one and then it was back to our cars. The instructors shuffled the students into groups based on our performance in the morning sessions and then the speeds picked up dramatically for the rest of the day. We were off the track a little after 3:30 pm – very tired but definitely all smiling!

Best Life magazine recently voted the Audi Sportscar Experience "Best Factory Driving School." Combined with the incredible 420 hp R8 and Infineon Raceway—it just doesn't get any better than that for a car guy birthday! ■



Porsches at Forest Grove

Sunday, July 20

Have your pre-1980 Porsche judged, along with the "Classics of Route 66" that will be featured at the 2008 Forest Grove Concours d'Elegance.

ORPCA will have a designated area for as many as 25 Porsches and space will be filled on a first-come, first-served basis. Only cars before 1980, however, will be judged and be eligible for Concours awards. Newer Porsches are welcome to be displayed but will not be judged. Whether "vintage" or not, whether exhibiting your car for display or for judging, you must complete the entry form available on the Forest Grove Concours d'Elegance web site: www.forestgroveconcours.org

There is no fee to enter your vehicle, but you must complete the form and return it as soon as possible to the Concours d'Elegance. There will be no exceptions and no drop-ins are allowed.

Bring your own picnic lunch for a splendid affair in the cool of the oak grove. Join fellow Porsche Club members for a completely unique event in a beautiful setting.

REGISTER VIA:

www.forestgroveconcours.org

CLUB CONTACT:

Jeff Gretz
jgretz@onlinenw.com, 503.628.0629

**Club
Event**

High Performance Driver Education

Monday, July 29, 7:00 am

Next event September 18

We provide the asphalt, instruction and support team. You supply the automobile and a desire to learn. You'll spend about 80 minutes on track learning to drive your car near its limits. This will be a great time for all, so come on out and enjoy the challenge and the camaraderie at the track

Our HPDE season also includes these dates:

September 18, 7:00 am October 5, 11:00 am October 14, 7:00 am

All events take place at Portland International Raceway. Register in advance at orpc.motorsportsreg.com. The early-bird registration fee is \$135, \$150 for the remainder of advance registration and \$180 the day of the event.

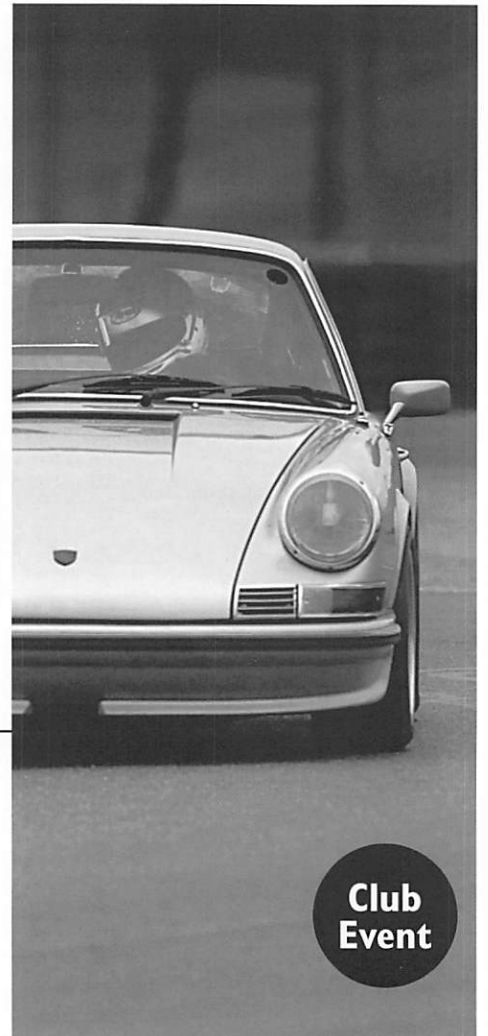
Before you head out to the track, please take some time to get to know our program. Navigate to oregonpca.org and select Driver Ed; it contains a wealth of information you need to know before participating.

DEADLINE: One week in advance of the event

REGISTER VIA: orpc.motorsportsreg.com

CLUB CONTACT: Don Clinkinbeard
503.970.4848
dechair@oregonpca.org

FOR MORE INFO: oregonpca.org (select Driver Ed)



**Club
Event**



Summer Tour & Picnic

Saturday, August 2

Join us on Saturday, August 2 for what is sure to be a great time. Our Summer Tour & Picnic starts off Saturday morning with a driving tour that begins in Beaverton and weaves through some of our favorite wine country routes in Yamhill County. We will be stopping at Adea Winery where we will enjoy a wine tasting from Adea and Cancellia Cellars, two small family-owned wineries in Gaston, OR.

Following the wine tasting, we will enjoy a catered gourmet picnic lunch at ADEA Winery in a picturesque setting.

The day will begin at a designated tour starting point on the west side at 10:00 am and the day concludes at the vineyard by 2:00 pm.

Reservations must be made in advance no later than July 20th. The event is limited to the first 40 cars so sign up soon so as not to miss out!

For more info or to sign up, please contact Chris or Tricia Rogers at (503) 642-4809 or tricia@dsl-only.net.

DEADLINE:	July 20
REGISTER VIA:	tricia@dsl-only.net
CLUB CONTACT:	Chris and Tricia Rogers 503.642-4809 tricia@dsl-only.net

Bill's Escape Tour

Saturday and Sunday, August 9 - 10

EAST SIDE CANYON AND PALOUSE EXCURSION

If you were unable to attend either the Cabin Fever Tour or the Mille Miglia, then here is your third chance to tour Eastern Oregon and Washington. This tour will take the roads less traveled, line up as many canyons as possible, and finally drop out onto the Palouse in Eastern Washington. Saturday night will be at the Victorian style Weinhard Hotel in Dayton, Washington (<http://www.weinhard.com/>).

Sunday morning, you can use the route map to tour the Palouse, and drive some more canyons on the way back to Portland, or map your own route back via Walla Walla.

We will launch from The Dalles Saturday morning, and have a full day of driving. Hotel accommodations limit the tour to 15 cars.

Mention the Porsche Club when booking your room at the Weinhard Hotel (509) 382-4032.

For further details and/or questions email: drive2escape@gmail.com

DEADLINE:	July 15
REGISTER VIA:	drive2escape@gmail.com
CLUB CONTACT:	Bill Munson
MORE INFO:	drive2escape@gmail.com Weinhard Hotel 509.382.4032





The Best Seat

by Johnny Speed / Photo by Shelly Speed

As the racecars came through the back turns behind the pace car at Portland International Raceway, the tension started to build. By turn ten they began to grid up. As a Novice, I was toward the back of the pack. We rolled out of turn twelve on to the front straight in a tight grid, two by two, trying to anticipate when the flourish of green would appear in the starter's box.

My car was in second gear, my right foot on the accelerator, my left foot lightly on the brake (quicker to respond to an incident or opportunity).

Instantaneously I caught a glimmer of green from the starter and like a swarm of wet angry hornets after a kid holding a garden hose, 24 race cars went full throttle toward turn one.

Cars shot out on either side toward open track, while middle cars darted from side to side in no apparent rhythm, looking for holes that appeared, then disappeared in the blink of an eye.

All the cars got through the first corner unscathed, which is not always the case. (You won't win a race in the first corner, but you can certainly lose a race there).

In turn two I stayed tight on the inside toward an opening in time to see it disap-

pear. I got passed on the inside at the apex of turn three. I was glad I was watching my mirrors!

By the entry to turn five we were in single file and I was looking for an opportunity to make a pass. It came before turn six. I was able to make another pass before the back straight.

After a few laps my area of the race "quieted down." The faster cars stayed in front and the slower cars got further behind. I focused on a consistent line and not making any mistakes.

CARS SHOT OUT ON EITHER SIDE TOWARD OPEN TRACK, WHILE MIDDLE CARS DARTED FROM SIDE TO SIDE IN NO APPARENT RHYTHM, LOOKING FOR HOLES THAT APPEARED, THEN DISAPPEARED IN THE BLINK OF AN EYE.

This was my first experience in the world of auto racing.

I had driven at club DE days for years, working my way up through the various run groups Novice, Intermediate, Advance and finally Instructor.

I found myself attracted to racing for three reasons:

1. To improve my car control skills and expand my driving comfort zone, driving competitively, wheel-to-wheel.

2. To become a better instructor at club DE days. The more skills I have; the more I can assist others who share my passion for driving.

I knew my Porsche GT3 had more to offer, but I needed to expand my driving skills to get the additional performance.

I needed to take the next step... I needed to go racing.

But, how does one get behind the wheel of a racecar?

Enter Pro Drive Driving School.

Pro Drive is the local driving school located at Portland International Raceway. Pro Drive offers both Driving Schools and Racing Schools. They rent Spec Racer Ford racecars (that is right, you can actually rent a racecar and race it!) In addition, Pro Drive offers full track support services with professional, knowledgeable and very helpful instructors and staff.

(Continued on page 22)

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The Cabin Fever Tour

Story by Randy Stolz

Photos by Greg Hodge, Joe McQueen and the Author

sym-po-sium n. L. fr. Gk symposion, to drink together 1a: a convivial party with music and conversation 1b: a social gathering at which there is free interchange of ideas

Apart from a few brief sunny days, 'winter' in western Oregon has been extended to May. Stephen Foster properly described the Oregon's spring as, "... the sun's so hot I froze to death, Susanna don't you cry." My wife, Ann, has been ruminating about the late blooms. I've been trying to find value in "indoor" projects but the general mood has been that of "Bickersons." We both agree that we're long overdue for a road trip. The weekend's weather looked to be improving

I WONDER WHAT STORIES THIS RUSTED GREAT LADY COULD TELL. PERHAPS SHE MET HER DEMISE ON THE HILL WE WERE ABOUT TO DESCEND.

for Greg and Sue Hodge's eighth (?) ORPCA "Cabin Fever" Tour advertised as heading towards Walla Walla, WA via Condon, OR for the aptly named "Spring Release."

Everything's ready. After Autocross #2 two weeks ago, I changed the Boxster from summer/autocross mode back to winter/touring mode. Putting on the hard-top and 16" wheels makes the car more comfortable for a turismo corto. I'm

always amazed at how much luggage I can stuff into this little "Box."

SATURDAY

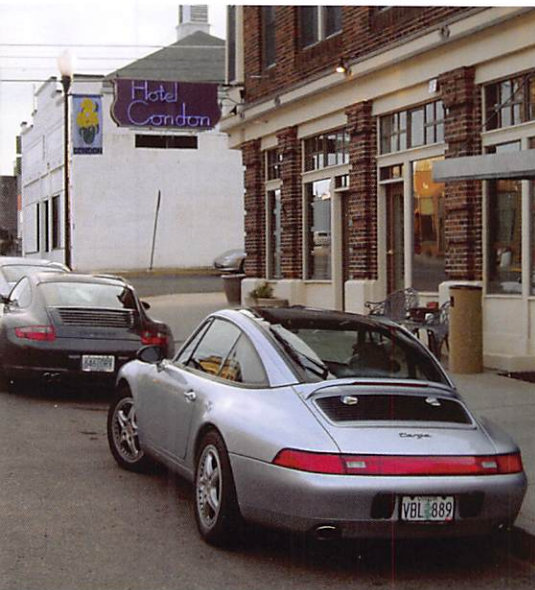
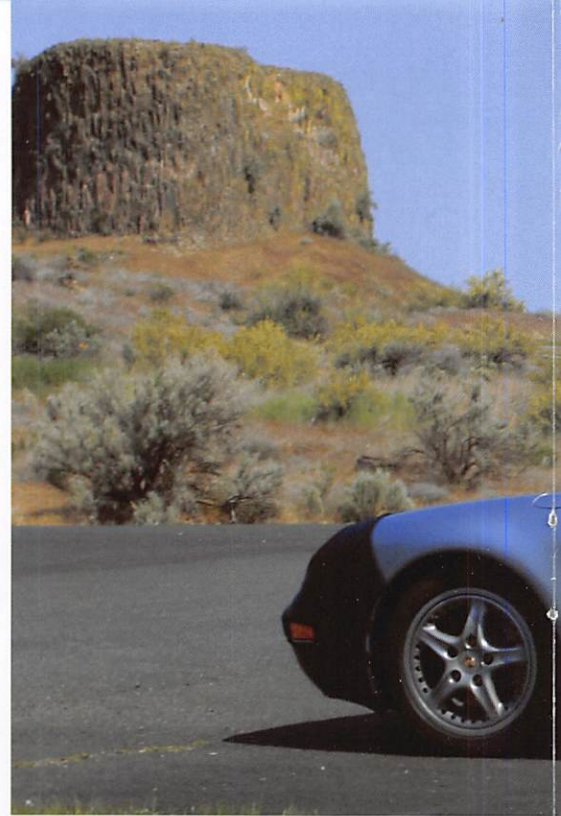
After meeting at the Carousel in Jantzen Beach, 17 cars take off, heading east along Marine Drive next to the north runway at Portland International. Taking exit 22 off I-84 we tackle Corbett Hill Rd. as a warm-up to the Crown Point Hwy. Meandering through lush vegetation and falling water, CPH never fails to make me feel good and wonder about those early "tours" when this road was new. A doff of the cap to greet a fellow motorist or a squeeze of the bulb horn to warn deer. We

stop for a chilly but brief rest and view at Multnomah Falls; then onward.

Back on I-84, then to Mosier and a favorite stop of collectors is Route 30 Classics. Steve Demosthenes has a small showroom of 356 and early 911s here and a unique boutique.

Go to www.route30classics.com for the story.

Continuing on Old Hwy 30, things get interesting as the road winds up, down,





Above left: The Clinkinbeards enjoy a blue sky drive. Right: The gathering of the faithful. Left center: Randy Stolz sneaking up on a photo subject. Below left: Condon Hotel, Route 30 rest stop. Below center: "Clown Car." Below right: Debbie Ross, Paul and Ann Frank and David Ross at Walla Walla Vintners.

around and is marked by a stunning views and decreasing-radius turns. In typical spring conditions ODOT leaves a bit of gravel in these turns for your entertainment and verge viewing pleasure. Turn, turn, oops, turn, you get the idea.

To settle our stomachs and fill the void left by wanting some of those early cars, we head for lunch at Casa el Mirador. As we reviewed the morning's proceedings I rated the room a '6' for group noise level.

Bellies and gas tanks re-filled, we turn south towards Maupin and a look at Shear's Falls, where Indians still net

salmon like their fathers before them. After climbing out of the canyon we "wick it up" on Bakeoven Road to the ghost town, Shaniko, whose hotel is now up for sale. We poke around a bit to find an old '48 Chrysler Sedan. Sporting a faded "clown car" livery of fluorescent orange, the lettering above the doors almost lends the appearance of a past entry in the Carrera Panamericana. I wonder what stories this rusted great lady could tell. Perhaps she met her demise on the hill we were about to descend.

It's not much of a hill, and doesn't last nearly long enough, but Route 218 out of Shaniko is something akin to one of those waterslides at an amusement park—only without the margin of safety. Ripping back and forth it's like one body-slam after another as legends such as "Clink's Curves" are born here. We have our fill of it as Ann is thankful for the peaceful cruise to the bottom into the town of Antelope.

We continue east on 218 rambling past the buttes to the north. These are great
(Continued on page 23)



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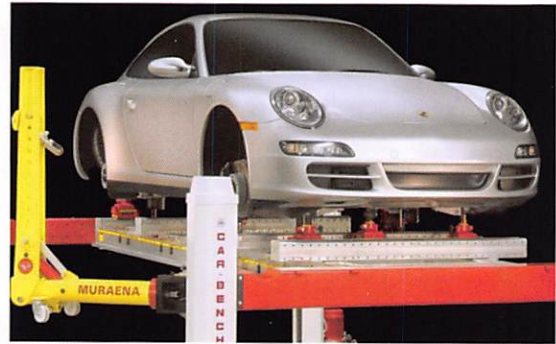
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Taking Care of ~~Business~~ Details

Conditioning Your Convertible Top Story and Photos by Bob Ellis

If you don't own a convertible, skip to the next page.

All right, it's finally summer and you're ready, you've polished all the buttons, slathered copious amounts of Lexol on the leather upholstery and waxed the paint until the shine is a foot deep; but what about the top?

You don't drive your Porsche in the rain; but the top is subject to the same environmental conditions as the rest of the car including smog, ultraviolet light, bird droppings, tree sap and dust.

If your top is adequately protected with conditioner, water will bead on it. Your regular washings should give you an indication when the water repellency has diminished and its time to treat your top.

There are a multitude of products available to clean and condition cloth tops. Among them are products from Maguire's, P21, Mother's and Griot's. I have been using Porsche Tequipment Convertible Top Cleaner and Convertible Top Conditioner with good results.

Interestingly enough I discovered that the Hartz Corporation, which manufactures the convertible top material, now recommends using Wolfstein's Raggtopp Cleaner and Raggtopp Protectant. I plan to try some next time to see how it compares.

Once you have obtained the products that you want to use, it is time to get busy. It's easy to see when the car body is dusty or dirty but especially with dark col-



Above: Mask well and spray. Below: The proof is in the beading.

ors it isn't always easy to tell when the top needs cleaning. Before applying a protectant to the top material you want to make sure that it is clean. Porsche fabric tops should be washed using a soft brush and soap that does not contain conditioners or detergents. Using sponges, washcloths or washing mitts will often leave lint behind.

It is best to do the cleaning in the shade so that the cleaner doesn't dry out before you are able to rinse it off. But before you even get the top wet, vacuum it with an upholstery brush or crevice nozzle to pick up any loose dirt and lint.

Next rinse the top thoroughly to remove free dirt and then proceed to clean the top following the directions for your product of choice. You can use a soft brush on the top but avoid scratching the window if it is vinyl. Rinse the top completely and use a micro fiber towel or syn-

thetic chamois to blot the water rather than wiping it up. Allow the top to dry thoroughly before going to the next step; applying the protectant.

Most of the top protectants come in spray cans. You will need to mask completely around your top and windows with newspaper and tape to protect the other surfaces from any overspray. Release the top and lift it slightly to slip sheets of paper between it and the windshield frame and also over the door glass. Use masking tape and paper to cover the back window and to cover all painted areas that abut the top material.

Most of the top protectant's directions will advise that you spray in a well-ventilated area and caution that you should not inhale the spray. How long can you hold your breath? Maybe it is worth paying a detail shop \$150 to do the work so that you don't waterproof the inside of your lungs.

If you proceed, follow the application instructions on the product, but usually you will want to spray two light coats holding the can 8 to 10 inches above the top and starting at the center of the car. Spray in even front to back strokes working towards the side of the car and release your finger from the nozzle at the end of each pass. Repeat the process on the other side. It doesn't hurt to spray a third light coat on the seams. After a few
(Continued on page 21)



The Fall Tour

Saturday and Sunday, October 4 - 5

Take a fall tour on the historic Columbia River Highway. It may be historic highway but it never gets old. It is a beautiful time year to enjoy the golden autumn leaves and spectacular waterfalls. Bring your cameras for great photo opportunities.

We will stop for a no-host lunch at the old Multnomah Falls Lodge (www.multnomahfallslodge.com). Then wind our way to the Western Antique Aeroplane and Automobile Museum (www.waaamuseum.org) at the Hood River Airport. Then cruise the scenic Hood River Loop to Timberline Lodge (www.timberlinelodge.com) for a great relaxing dinner and night at the lodge.

We will meet at 9:30 am at the Columbia Gorge Outlets parking lot in Troutdale and depart at 10:15 am. \$100.00 per person includes dinner at the lodge, and admission to WAAAM, and a special gift for the fall season.

Rooms at Timberline Lodge are at a reduced rate of \$195 (Timberline rooms) to \$275 (Fireplace rooms). Reserve your room by calling 1-800-547-1406, must mention Porsche Car Club.



Photo by Ryan Wilcox

DEADLINE:	September 1
REGISTER VIA:	motorsportsreg.com
CLUB CONTACT:	Jim Hosford, 503.645.9675
MORE INFO:	www.timberlinelodge.com

**Club
Event**



Fall Wine Roads Tour (One Way Out)

November 1 - 5

**Club
Event**

Cruise the back roads of Oregon for a one night stop in Bandon.

Enjoy a drive down Hwy. 101 stopping along the way to visit the Trees of Mystery.

Lunch in the historic Victorian town of Ferndale followed by a driving tour of the Avenue of the Giants ending the day with the comfort of the historic Benbow Inn.

Cut across Hwy. 1 and down the scenic Mendocino coastline, lunch at the Mendocino Hotel followed by one of the best Porsche roads on the face of the earth to your final destination of Geyserville, CA. Spend three nights in Victorian splendor at either of the two B & B mansions. Wine taste for three days in the Dry Creek Valley.

Registration is limited and includes wine makers dinners at Amphora Winery and Lambert Bridge Winery for two, six commemorative wine glasses and route book. Register early for best room choices.

Cost: \$370 per couple.

DEADLINE:	August 15
REGISTER VIA:	motorsportsreg.com (Registration opens 7/7)
CLUB CONTACT:	Jim & Kate Ayers 503.292.5743

Breakfast at Tiffany's

by Randy Stolz

I'm a bit late getting down to Gran Prix Imports for the ORPCA Tech Session. As I pull into the parking lot there are hardly any Porsches and I check my watch. Yep, it's April 26th at 9 am. Guess I'll just kill some time checking out the exotic inventory in place. This is very much window shopping for me as I could barely afford my 2003 "classic" Boxster.

In the Lamborghini "Corrida" my mind is swamped with a massive overdose of aesthetic sheet metal with paint that's ten feet deep. But, there are interlopers. The handsome pursed snout of an Aston Martin and the integrated recurve end-plate of the Porsche GT3 wing send my thoughts to races 20 years in the past and to the "modern" collection at the Portland Art Museum at the same time. I said hello to 'Gallardo' at the entrance, all black and 'superleggera', his Pirellis shining like neat track shoes ready to run. In the far corner is another 'bull' in name only (Murcielago). Bashfully hiding her charms, 'Murcie' is a stunning 2005 convertible in silver and smoke. Her sharp lines reflect the audacity, fire, and yet, sophistication of Audrey Hepburn's 'Holly Golightly'. I'm a sucker for leggy brunettes and I, like a high school freshman with a crush on my art teacher, stand there, slack-jawed.

Fearing I'll miss what I came for, I look around and spy Jeff Gretz, a fellow 'toreador'. We catch up on our 'never-ending

winter' and move on to the fresh fruit and pastries supplied for the occasion and check in with Chuck Bergeron, our 'meister,' for this event. The parking lot is almost full now and Porsches as far away as Eugene drift in.

After a brief introduction by Chuck and the lads at GPI, the representative from REVO Technik uploaded us with what's new in the world of engine management software. Unlike the earlier days, it's now easy to re-map your existing Porsche OEM chip for custom tuned performance. In all Y2K and later Porsches there's no pulling of modules or soldering, etc. The reprogramming is done through the OBD2 serial diagnostic port under the dash just above your left shin via a simple plug in module which stores predetermined profiles from REVO or your custom profile from your PC. Depending on the specific product you order, profiles can be switched and tailored for the octane gas you're using at the time and/or other factors such as boost or intake and exhaust mods. All of the programming is of a "temporary" nature thus allowing the car to return to its original/OEM settings.

The performance results as claimed by REVO were generally categorized as sharper throttle response and more torque for normally aspirated cars (16hp/18ft-lbs for a Carrera) and more dramatic gains for turbo models (65hp) given the ability to vary boost.

Another neat factor is engine safety. As I understand it, all of the reprogramming effect does not override detonation sensing. In the event of an extra warm day, a cooling issue or lower than expected octane being used the anti-knock control overrides any profile you've loaded.

After the presentation, the REVO rep gave us a demo of the software using a laptop plugged into a Turbo. You can look at any one of a number profiles created, logs of previous runs in data acquisition mode, and the ignition and boost parameters which are ridiculously easy to change. I can visualize tweaking this endlessly while waiting for my next run on the track or autocross.

A word of caution here for racers.... know that sponsoring organizations are checking for re-mapping of cars in the Stock Classes. That said, I know of at least one autocrosser considering this on his Prepared Class Car.

If you're on the fence about such a modification or would just like to "see what it's like", contact Gran Prix Imports (503-570-1019) where they can provide you with a 5 hr. (driving time, not clock time) 'trial' download. More information about REVO can be found at www.revotechnik.com. ■

TAKING CARE OF DETAILS

(Continued from page 19)

drying time, remove the masking materials and check the car for any accidental overspray that needs to be removed while it is still fresh.

This is a good time to clean and apply rubber conditioner to all the rubber seals around the edges of the top, which will help to keep them in good shape so that they maintain a weather-tight seal.

The last step is to polish the vinyl window inside and out. Vinyl windows are fairly delicate and can be easily scratched. Be sure to use only pure cotton or micro

fiber towels when cleaning or polishing them. Before applying polish, clean the inside of the window with a damp towel folded into a square. Have the smallest person that you know wipe back and forth across the inside of the window, turning the cloth to a clean side after each pass.

The window can be polished inside and out with Porsche Tequipment Polyglass-Window Cleaner. If you have hairline scratches or slight yellowing then products such as Meguiar's PlastX or Mother's Plastic Polish seemed to do an equally

good job of diminishing these signs of use and aging.

As far as applying the polish there seem to be two schools of thought. Use a circular motion or never use a circular motion because it leaves swirl marks and damages the vinyl. I tend to lean towards the latter and use straight motions to apply and buff the polish but it's your choice.

Now you're finished, the sun's out and you can retract the top and go out for a cruise and no one will know how hard you've worked to make your pride and joy perfect, but you will know! ■

THE BEST SEAT

(Continued from page 14)

The Spec Racer Ford is a tube-framed, mid-engine 105 hp racecar. It weighs approximately 1,670 lbs including the driver and is capable of 1.3 g's cornering forces. Lap times of a Spec Racer and a 1980's vintage Porsche at PIR are comparable enough to be dependent on the driver's skill. The Porsche is faster on the straights, but the Spec Racer has an edge in the corners.

The Spec Racer is a "momentum" car. It does not have blinding acceleration, yet it handles as a racecar. It is an ideal car for both expert and novice alike. You learn to drive a Spec Racer well; you will drive your Porsche even better.

Last July I attended the four-day Racing School offered by Pro Drive using one of the rental Spec Racer Fords racecars. I learned the racing fundamentals using the Spec Racer.

The SCCA (Sports Car Club of America) requires attending two racing schools before allowing a Novice to race. The Pro Drive four-day Racing School fulfills the two school requirement. I then took an SCCA school the following March to gain additional seat time in the Spec Racer Ford. I was now ready for my first race.

After several laps, I caught up to two cars that had been in the pits. I saw the signal indicating the last lap! If I was going to make my move it had to be this lap.

Bill, the racer ahead of me and I passed the slower car coming out of turn twelve. We were nose to tail down the front straight. As we approached turn one I pulled to the inside. My foot was hard against the throttle passing the 400-foot brake marker, then the 300-foot. Just before the 200-foot I was hard on the brakes and went inside for turn one. My front left tire just in front of Bill's right rear. Not enough ... I had misjudged his speed. The sudden jarring and sound of fiberglass impacting sent my car spinning 360 degrees.

The slower car went by as I grab first and floored the throttle chasing Bill who had also slid to a stop outside of turn two. I pursued him through turn six where we both passed the slower car for the second time. At the entry to turn seven I took

the inside hoping I could make the turn in front of Bill. I quickly realized he had the edge (and skill I might add). I was hard on the brakes and took a slow tight apex through the turn. I was able to regain my position behind him down the back straight and was poised if an opportunity developed, but Bill is a good driver and it was the final lap. I took the checker behind him.

The SCCA Chief Steward listened intently as I explained and apologized for my misjudgment. He clarified the passing driver was responsible for making the pass "clean" and he signed me off for completing my first race.

Bill and I looked our cars over and saw only minimum marking on my car and his car was fine, we shook hands and parted friends.

Some insights I have gained competing in SCCA race events:

Passing can and will happen *anywhere*; pay attention to what is going on around you at all times.

When passing before a turn, make *sure* you will be at least even with the other car

at the turn-in of the corner. The driver passing is responsible for making the pass clean all the way until he/she is back on the race line.

SCCA does NOT stand for "Some Car Contact Acceptable."

This is not an inexpensive sport. Review the costs before getting involved.

Racing is an outstanding way to gain better car control skills at a level not allowed at club DE days or driving schools. Some of those skills may be interpreted as effective, but aggressive driving which will lower lap times, but is not always welcome at DE days.

Pro Drive has a great program for people wanting to enter the sport of auto racing. Their rental cars are well maintained and their team is professional, friendly, accommodating and very experienced (four out of the top five finishers were Pro Drive cars.)

I highly recommend their services.
www.prodrive.net ■

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CABIN FEVER TOUR

(Continued from page 17)

walls of red rock like something out of *Rio Bravo*. We pass the John Day Fossil Beds to another descending joyride southwest of Prindle Peak before turning north up Juniper Canyon into the town of Fossil then on to Condon.

After checking into the historic Hotel Condon, we all needed to unwind. Fortunately, an impromptu wine tasting provides an opportunity to let off steam and sample some bottles brought from far and wide.

It's SRO as our cheery mood returns and you could almost feel the old hotel belly-laugh with us. All this was going on in the second floor atrium which I rated a '9' for group noise level. It could have reached a perfect '10' had not dinner been scheduled. The standard for a '10' by the way is hoarseness afterward. Dinner was a mixed affair for some of us. The wiser folks sharing a meal and wine at the table as Rupert Kobblegard, the symposiarch of the immediately preceding event, regaled us with his family history and insights into hitherto unknown aspects of wine appreciation. Certainly a memorable evening for us if not the hotel staff.

SUNDAY

The day starts early, too early for some, as I'm up at six anxious to snap a few photos of the cars and Condon while things are still. At the drivers meeting, Greg passes out maps of wineries in Walla Walla, our final destination, with a few admonitions concerning the road ahead. Everyone seems reasonably bushy-tailed considering the previous evening.

Following Routes 206 and 207 we move on to a land of unlimited vistas punctuated with some twisty bits at Sixmile Canyon. Ann comments that this sunny, wide open country is just the thing we needed after a long winter in the woods. I agreed that our cabin fever is on the mend. The 800-foot descent into Donaldson Canyon was spectacular. Look ma, no guardrails! Gassing up in Heppner, Don Crawford who was riding shotgun with Gail driving the lone Corvette remarked, "There's a defect in our car, no brake pedal on the passenger side." Other cars seem to have been stricken with the

same issue as the "view" was a bit much for some passengers. Ann thought it was awesome.

Next stop is Hat Rock State Park, a nice green oasis in a land of sagebrush. Hat Rock by the way looks like a miniature of Devil's Tower in Wyoming. As we pull out of the park Greg provides a "close encounter of the photographic kind" as we each pause for documentation before continuing up the Columbia River and east to Walla Walla.

You can feel the anticipation build as we near Walla Walla. I'd done some homework on the 'net before leaving and was looking for a particular winery. I logically equated a street name with the winery name and hung sharp left. Despite a sign for another winery that seemed to lend credence to my action, Don and Debbie Clinkenbeard, behind us, continue on in the previous direction as the dirt, cows, and my co-pilot confirm the error of my ways. Back on the route, I sheepishly pull into the obviously correct location as others continue on to their first stop of the do-it-yourself wine tasting tours in Walla Walla. We visited only three wineries, the last being Walla Walla Vintners where we had lunch out in the open on the grounds. Sitting there with the warm sun on our backs, the fresh air and the Semillon doing its job, I feel the rest of my cabin fever melt away. We decide to head for the Marcus Whitman Hotel and check-in early.

Dinner at the Whitehouse-Crawford restaurant was another symposium. The food from starters to dessert and the conversation from opinions on wine to past Grand Prix champions were *par excellence*, though I'm afraid my recollection becomes flawed beyond a certain point in the evening when the inter-table boasting began.

MONDAY

Waking too early, we sneak down to the hotel breakfast. The 'Marc' has a player piano in the lobby that seems to run 24/7 and seemed a bit louder than when we checked in. Not as loud, I'm sure, as the straight pipes on the general manager's chopper parked just inside the entrance. It's not just "candy," either, as I noted

wear on the tires and a bit of dirt from the front wheel on the lower frame. It's nice to know the "man in charge" appreciates machinery.

We grab our bags after breakfast and head down to the car saying good bye to fellow early risers also engaged in "the loading drill." We're off.

First stop is the local Shell station, where premium unleaded is the princely sum of \$4.05 per gallon. Likely a bargain by the time you read this. Still, on the drone home that is I-84, I averaged 31+ mpg.

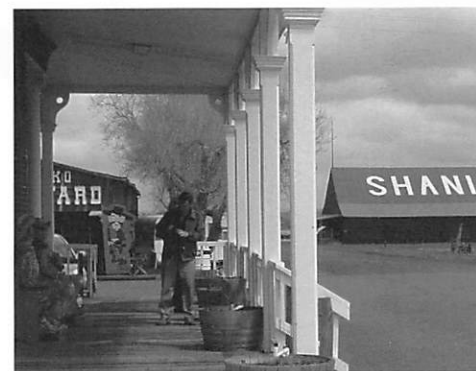
Eat your heart out, Turbo boy!

POSTSCRIPT

Thanks to everyone, especially Greg and Sue, for such a memorable time and enhancing my appreciation of wine. Webster's defines it better above but I close with an item from Wikipedia under 'symposium'.

"In keeping with Greek notions of self-restraint and propriety, the symposiarch would prevent matters from getting out of hand. The playwright Euboulos, in a surviving fragment of a lost play has the god Dionysos describe proper and improper drinking: For sensible men I prepare only three kraters: one for health (which they drink first), the second for love and pleasure, and the third for sleep. After the third one is drained, wise men go home. The fourth krater is not mine any more—it belongs to bad behaviour; the fifth is for shouting; the sixth is for rudeness and insults; the seventh is for fights; the eighth is for breaking the furniture; the ninth is for depression; the tenth is for madness and unconsciousness."

Though some might disagree, I think we had the good sense to keep it under six kraters. ■



Willkommen

Anniversaries

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Keith and Gail Woung Jr.
Mark A. and Vicki Cauthorn
Steven and Nathan Cranford
Mike and Janelle McMahan
Alfred and Pam Viado

Peter & Lisa
Zielinski
Keizer, OR
2001 Boxster

Siamak
Daneshmand
Eric Laurin
Portland, OR
2007 Cayman

Robert W and
Debra Logston
Milwaukie, OR
1977 911T

Mark T. & Sharon
Schreiber
Forest Grove, OR
2002 911

Gary Servais
Salem, OR
2002 Grey 911

Jeff A Draper
Tigard, OR
2000 Boxster

Mark T. Kilpack
Portland, OR
1983 911

Kent Squires
Milwaukie, OR
2008 911 Turbo

Robert E. Barham
Portland, OR
1999 Boxster

Philip M. Hagstrom
Gresham, OR
1984 911

Harold Klein
Tualatin, OR
1983 911

Scott and Jamie D.
Powell
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1986 944

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Matt Healy
Ben Frech
Paul Schwindt

Calvin Brady
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1988 928 S4

Frank Hammond
James Hammond
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1987 944 S

Darren J. and Dawn
Lloyd
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1985 944

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Stephen and Melanie Spahr

Rick Buisan
Tigard, OR
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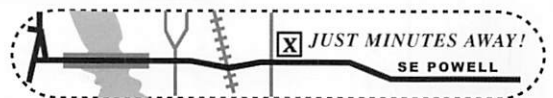
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(2) 6 X 16 (2) 7 X 16 Fuch 911 23.3, Polished lip, pol. spokes, pol. cap, blk centers (Skip at Art Stearns for you throwbacks) \$900. (4) 7J X 15 ATS ET 23.3, 951.362.104.00, phone dials, pol. lip, pol. ovals, crest, met. blk. centers, w/ so-so tires. \$600, (4) 7 X 16, 928.361.016.00 need refinished, track day? \$450, (1) 8J X 16 23.3 Fuch 944 Dinged! \$100, (1) ET 53. 6J X 16 As 10.62 Flat disk (24 Turbo? Dinged! \$75 Mike Baker 541-432-0399 baker@eoni.com

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Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 20th of the month will be included in the issue of *Anzeiger* dated two months hence. For example, ad copy received by June 20 will be included in the August issue, reaching readers on or about August 1. Please note that *Anzeiger* is published 11 times per year; ad copy received after November 20 will reach readers in the March issue.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

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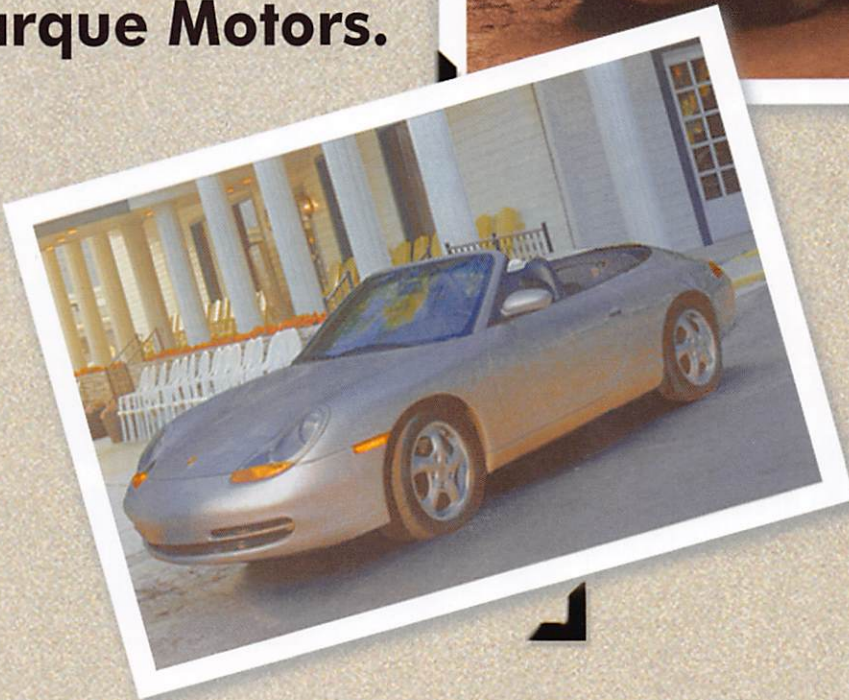
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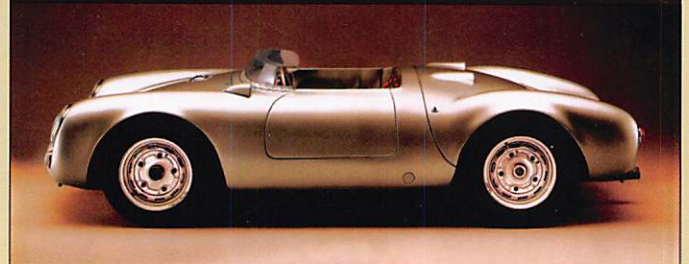
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